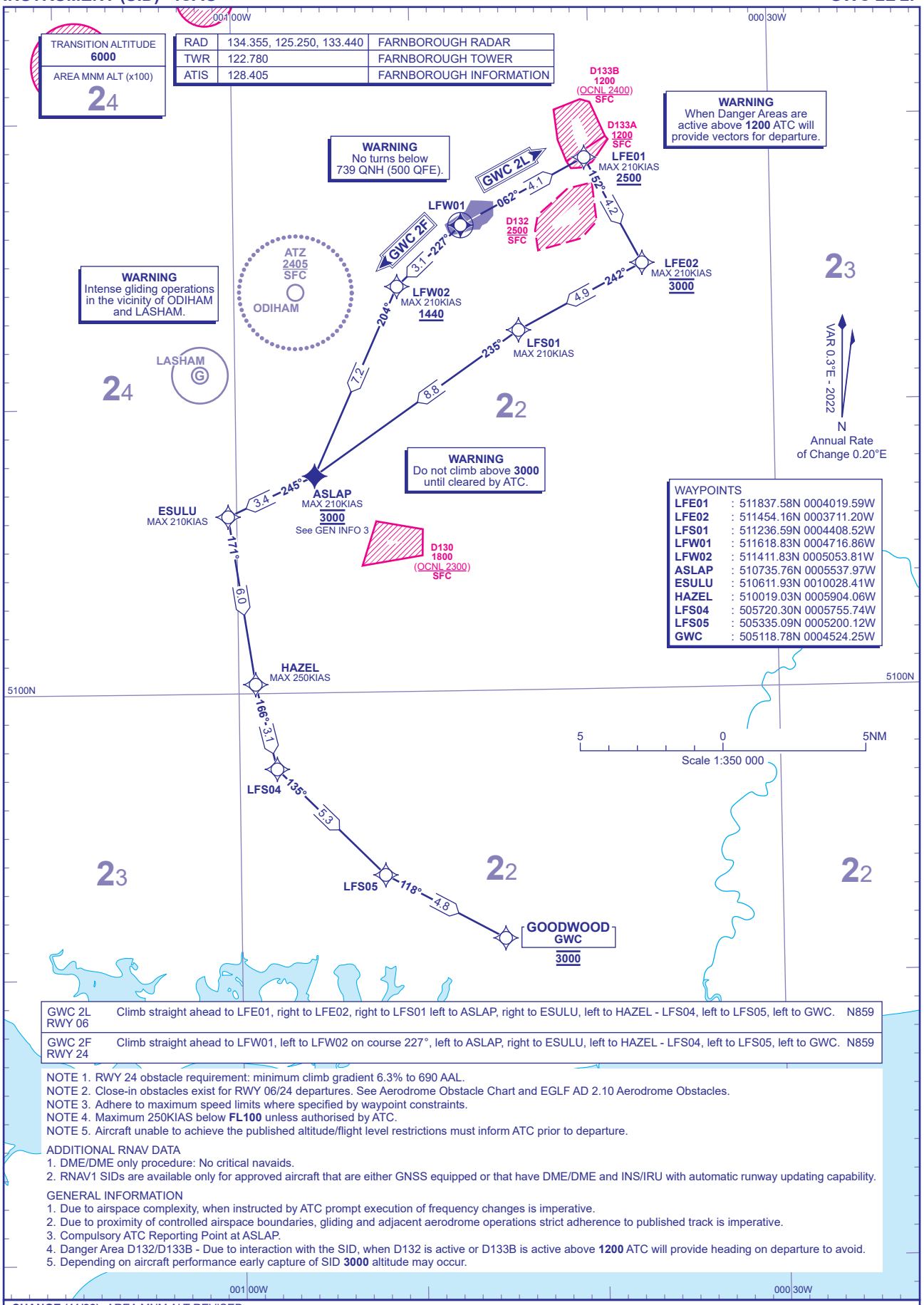
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

FARNBOROUGH
RWY 06/24
GWC 2L 2F



GWC 2L RWY 06	Climb straight ahead to LFE01, right to LFE02, right to LFS01 left to ASLAP, right to ESULU, left to HAZEL - LFS04, left to LFS05, left to GWC.	N859
GWC 2F RWY 24	Climb straight ahead to LFW01, left to LFW02 on course 227°, left to ASLAP, right to ESULU, left to HAZEL - LFS04, left to LFS05, left to GWC.	N859

NOTE 1. RWY 24 obstacle requirement: minimum climb gradient 6.3% to 690 AAL.
NOTE 2. Close-in obstacles exist for RWY 06/24 departures. See Aerodrome Obstacle Chart and EGLF AD 2.10 Aerodrome Obstacles.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 4. Maximum 250KIAS below **FL100** unless authorised by ATC.
NOTE 5. Aircraft unable to achieve the published altitude/flight level restrictions must inform ATC prior to departure.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: No critical navaids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. Due to airspace complexity, when instructed by ATC prompt execution of frequency changes is imperative.
2. Due to proximity of controlled airspace boundaries, gliding and adjacent aerodrome operations strict adherence to published track is imperative.
3. Compulsory ATC Reporting Point at ASLAP.
4. Danger Area D132/D133B - Due to interaction with the SID, when D132 is active or D133B is active above **1200** ATC will provide heading on departure to avoid.
5. Depending on aircraft performance early capture of SID **3000** altitude may occur.

CHANGE (11/22): AREA MNM ALT REVISED.